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Intimations.

"I hear they want more



Bovril
fortifies
the system.



BOVRIL is an extremely palatable drink, and a stimulant that has no bad after-effects. It is also a replacer of used-up tissue and energy; while it enables the system to endure fatigue and to repel disease.

BOVRIL THE

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JAPAN COALS.

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THE MITSUI BUSSAN KAISHA
(MITSUI & Co.)
HEAD OFFICE—1, SURUGA-CHO, TOKYO.

OTHER OFFICES:

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

TRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and Principal Railway Companies and Industrial Works; Home and Foreign Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coalfields, the AGENTS for Fujiyokata, Hekoku, Honpo, Ichimura, Kanada, Mamedake, Greenish Senghan, Yubukuro, Yoshokuni, Yoshio, Yumiharara and other

N. INUZUKA, Manager,

~~D.~~ WHISKY


IN.	Per Doz. - \$
OLD TOM"	C.

“DRY”


er Doz. - - \$9.00

SOLE AGENTS:

H. PRICE & Co.,
12, Queen's Road.
Hongkong, 26th January, 1903



AQUARIUS
MINERAL WATER
SILENT WATER



SILENT WATER
 TONIC WATER
 GINGER ALE
 LITHIA WATER
 GINGER-BEER (ST

Telephone
No 75.

All the Company's Waters are manufactured from
TILLED water—nothing can be purer. Mere FILTRATION
INEFFECTUAL for destroying the worst organisms that
contain.

SOLE AGENTS:

CALDBECK, MACGREGOR
WINE AND SPIRIT MERCHANTS
Queen's Road,
Hongkong, 22nd June, 1903.

Hongkong, 23rd June, 1963.

OCCIDENTAL HOTEL
(ELGIN ROAD, KOWLOON.)

CODE ADDRESS: "YOSEMITE."

35 BEDROOMS EXCELLENTLY FURNISHED. BATH TO EACH ROOM.
DINING ROOM AND CUISINE UNDER STRICT SUPERVISION.

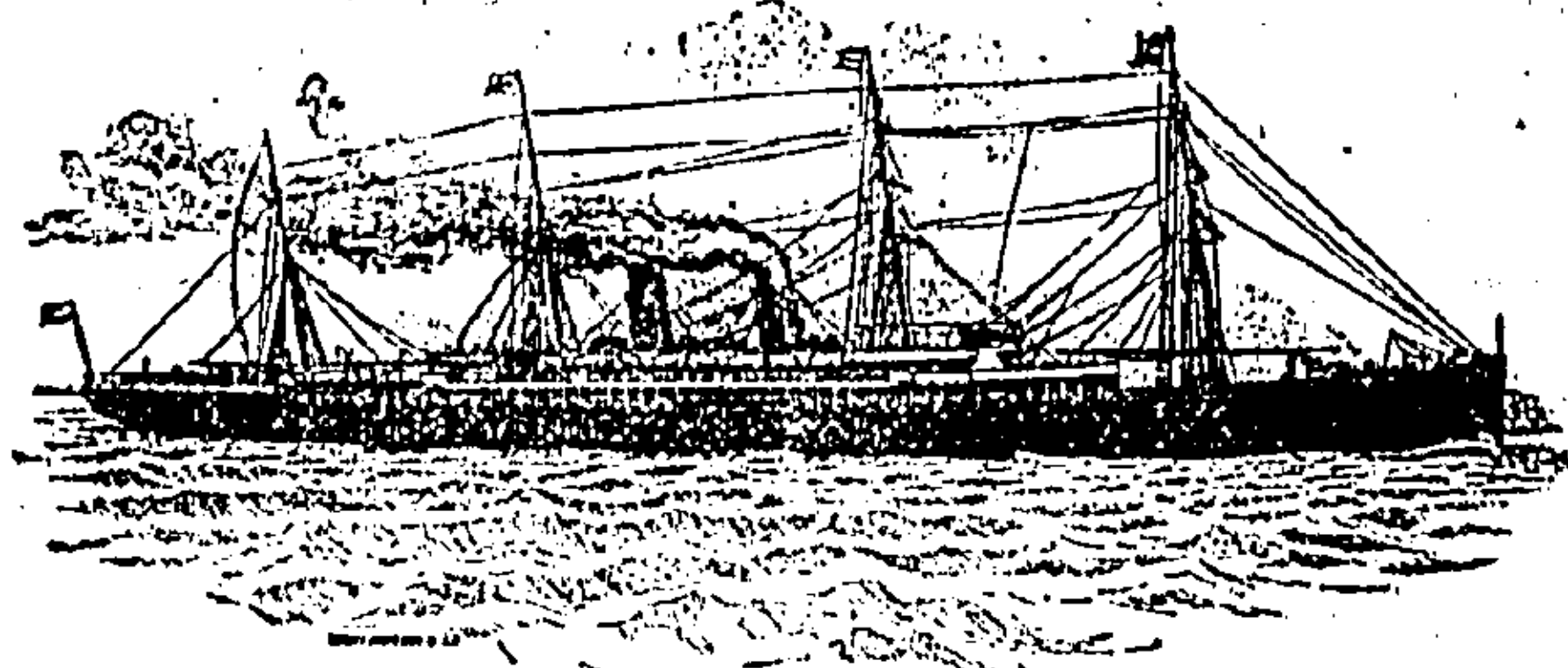
EUROPEAN AND AMERICAN WINES, SPIRITS AND BEERS.
POOL AND BILLIARDS.
 ENGLISH, AMERICAN, AND MANILA NEWSPAPERS IN FILE.
 10 CENTS A WEEK. 80 CENTS A MONTH.

31, 32, 40 and 41, NORTH SOOCHOW ROAD—SHANGHAI.
PLEASANT AND CENTRAL SITUATION, FACING SOUTH.

THIS HIGH-CLASS BOARDING ESTABLISHMENT has Well-furnished Rooms
the Day or Month. A. JAMES. "MARLBOROUGH" Telephone: No. 580.

Shanghai, 6th June, 1993.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"COPTIC"	SATURDAY, 11th July, at Noon.
"AMERICA MARU"	TUESDAY, 21st July, at Noon.
"KOREA"	TUESDAY, 28th July, at Noon.
"PAELIC"	TUESDAY, 4th August, at Noon.
"HONGKONG MARU"	FRIDAY, 14th August, at Noon.
"CHINA"	SATURDAY, 22nd August, at Noon.
"DOMINION"	TUESDAY, 1st September, at Noon.
"SIFON MARU"	TUESDAY, 8th September, at Noon.
"SIBERIA"	WEDNESDAY, 10th September, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 12,000 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE O. & O. Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 11th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to ports beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.).
"EMPERESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)		
R.M.S. "EMPERESS OF JAPAN"	6,000 Tons.	WEDNESDAY, 15th July.
"TARTAR"	4,425	WEDNESDAY, 22nd July.
"EMPERESS OF CHINA"	6,000	WEDNESDAY, 28th July.
"ATHENIAN"	3,882	WEDNESDAY, 12th August.
"EMPERESS OF INDIA"	6,000	WEDNESDAY, 19th August.
"EMPERESS OF JAPAN"	6,000	WEDNESDAY, 26th August.
"TARTAR"	4,425	WEDNESDAY, 23rd September.
"EMPERESS OF CHINA"	6,000	WEDNESDAY, 7th October.
"ATHENIAN"	3,882	WEDNESDAY, 21st October.
"EMPERESS OF INDIA"	6,000	WEDNESDAY, 4th November.
"EMPERESS OF JAPAN"	6,000	WEDNESDAY, 18th November.
"TARTAR"	4,425	WEDNESDAY, 16th December.

THE magnificent "EMPERESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return Tickets at various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for Trans-Continental Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

Hongkong, 25th June, 1903. D. E. BROWN, General Agent, Pedder's Street.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.
(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICA PORTS).

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight.
NURNBERG	HAVRE and HAMBURG.	17th July.	Freight.
WURZBURG	(Calling at SINGAPORE and PENANG.)		
Baden	HAVRE, BREMEN and HAMBURG.	29th July.	Freight and Passengers.
BADENIA	(Calling at SINGAPORE and COLOMBO.)		
Rhein	HAVRE and HAMBURG.	12th August.	Freight.
SITHONIA	(Calling at SINGAPORE and PENANG.)		
Hildebrandt	HAVRE and HAMBURG.	26th August.	Freight.
KONIGSBERG	(Calling at SINGAPORE and COLOMBO.)		
Mayer	HAVRE and HAMBURG.	9th August.	Freight and Passengers.
ANDALUSIA	(Calling at SINGAPORE and PENANG.)		
von Dohren	HAVRE and HAMBURG.	23rd Sept.	Freight.
ARABIA	(Calling at SINGAPORE and COLOMBO.)		
Bahia	NEW YORK	about middle of August.	

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings.

Hongkong, 6th July, 1903.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	2,363 tons.	Captain H. D. Jones.
"POWAN"	2,338	" G. F. Morrison, R.N.R.
"FATSHAN"	2,250	" A. V. Dixon.
"HANKOW"	3,073	" C. V. Lloyd.
"KINSHAN"	2,800	" J. J. Lessius.

Departures from HONGKONG to CANTON daily at about 7 A.M., 10 A.M. and 6 P.M. except Saturdays at 7 A.M. and 10 A.M. and Sundays at 6 P.M. only.

Departures from CANTON to HONGKONG daily at about 8 A.M., 2 P.M. and 5.30 P.M. (Sundays excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN"	1,998 tons.	Captain W. E. Clarke.
------------------	-------------	-----------------------

Departures from Hongkong to Macao daily at about 1 P.M. as per special Schedule. } Sunday Do. from Macao to Hongkong daily at about 7.30 A.M. } excepted.

CANTON-MACAO LINE.

S.S. "LUNGSHAN"	2,19 tons.	Captain T. Hamlin.
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This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "NANNING"	569 tons.	Captain R. D. Thomas.
"SAINAM"	588	" B. Branch.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD., 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.

Or of BUTTERFIELD & SWIRE, Agents, CHINA NAVIGATION CO., LTD

Hongkong, 9th May, 1903. 1337c

Intimations.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. Net 50 per Cask ex Factory.
In Bags of 250 lbs. Net £3.00 per Bag ex Factory.

SHEWAN, TOMES & CO., General Managers.
Hongkong, 13th May, 1903. 119

NOTICE.

TO all whom it may concern, I, FREDERICK WILLIAM DAWSON hereby give Notice that I WILL NOT BE RESPONSIBLE FOR ANY DEBTS contracted by my Wife, IRENE HARLOW DAWSON, at present staying at the Hongkong Hotel.
All persons giving her Credit do so entirely at their own Risk.
FREDERICK WILLIAM DAWSON.
Hongkong, 30th June, 1903. 173c

MACWEN, FRICKEL & CO.

have undertaken the Sole Agency in



A Pure LAGER BEER excellently

Suitable for Hot Climates.

A Refreshing Beverage.

\$16.00 per case of 8 doz. pils.

or

\$2.00 per doz.

3, Duddell Street, Hongkong.

18th June, 1903. 169c

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS, AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTIENS GENUINE

COMPOSITION RED HAND

BRAND; HARTMANN'S GREY PAINT,

DAIMLER'S PATENT MOTOR

LAUNCHES, &c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIPS STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 14th May, 1903. 119

TUBORG BEER.

A FIRST CLASS PILSENER BEER

guaranteed free from Salicylic Acid,

and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts)

or 6 doz. pints.

Special Prices for Quantities.

Sole Agents

SIEMSEN & CO.

Hongkong, 10th January, 1903. 159c

NOTICE.

THE BEST PREVENTIVE OF ALL

INFECTIOUS DISEASES.

DO NOT

FLUID

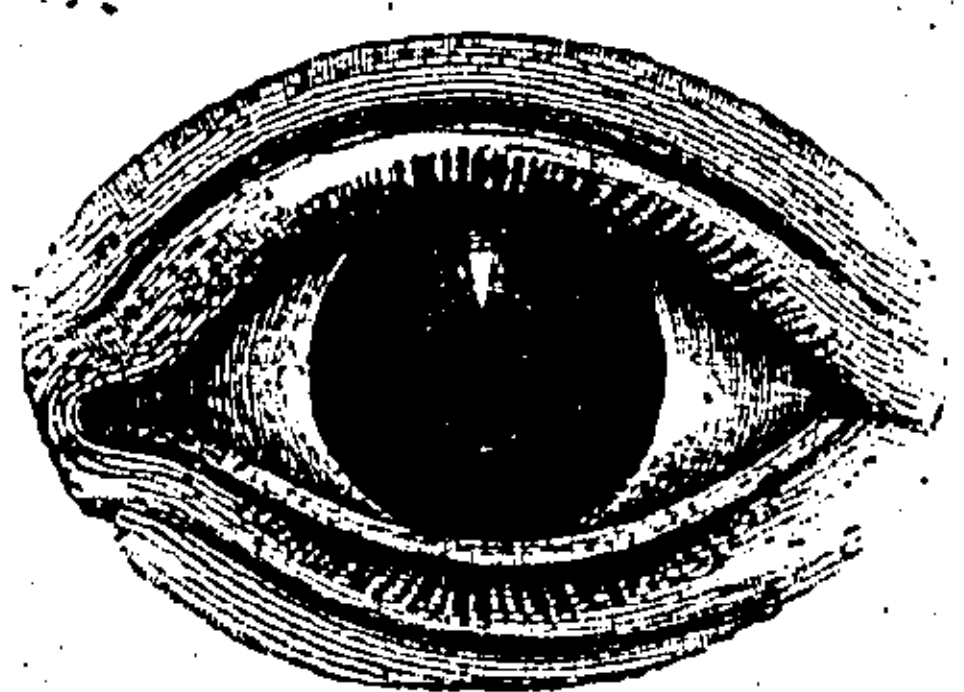
AVOID ALL RISK OF OUTBREAK BY

ITS USE.

W. G. HUMPHREYS & Co., Bank Buildings.

Hongkong, 9th March, 1897. 121

Intimations.



N. LAZARUS,

OPHTHALMIC OPTICIAN,

OF LONDON AND CALCUTTA.

SIGHT TESTED.

LENSES for the correction of Astigmatism

and metals.

Consulting Room:

No. 16, Queen's Road Central,

Nearly opposite the Hongkong Hotel with

entrance through store of R. Houghton, Tailor.

DAVID BENJAMIN,

Manager.

Hongkong, 23rd June, 1903. 16c

NOTICE.

ESTATE OF MIKHAIL FEDO-

ROVICH PIATKOFF, Deceased (late of Moscow).

ESTATE OF JACOB MATVEE-

VICH MALCHANOFF, Deceased (late of Moscow).

ANY PERSON or PERSONS having claims

within the JURISDICTION OF THE

SUPREME COURT OF HONGKONG

against either of the above Estates must send

in same duly Vouched to the Undersigned on

or before the 30th day of August next after

which date the ESTATES will be wound up and

the accounts finally Closed.

J. W. R. TAYLOR,

Administrator.

Hongkong, 1st July, 1903. 177c

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL

ERS AND WATCHMAKERS.

EASTMAN'S

KODAKS and FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS

guarantee given to every purchaser.

40, QUEEN'S ROAD, Watson's Building.

FINE DELICIOUS AND JUICY

CALIFORNIAN MUSK MELONS!

AMERICAN WATER MELONS!

AND

HIGH CLASS VEGETABLES IN

SEASON,

FRESH DAILY.

Can be obtained from

CHING SHAN CHAN,

No. 42, Central Market.

Hongkong, 1st July, 1903. 177c

TSU FAN

DENTIST.

PRICE MODERATE—CONSULTATION FREE.

Next to the Hongkong Dispensary,

50, Queen's Road, Central.

Hongkong, 28th November, 1902. 1299c

DENTISTRY.

SUI SANG,

(Lately Practising with Dr. I. SAKATA)

DENTIST,

No. 36, Connaught Road Central.

Hongkong, 9th February, 1903. 121

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Intimations.



A. S. WATSON & CO., LIMITED.

WINE MERCHANTS.

ESTABLISHED A.D. 1841.

CLARETS.

	Per Doz.	Per Doz.
ST. ESTEPHE	\$ 8.00	\$ 9.00
ST. JULIEN	10.00	11.00
LA ROSE	13.50	14.50
CHATEAU HAUT		
BRION LARRIVET	20.00	22.00
CHATEAU MOUTON		
D'ARMAILHACQ	24.00	26.00
CHATEAU PONTET		
CANET	28.00	—
CHATEAU LA TOUR		
CANET	33.00	—
CHATEAU RAUZAN	48.00	—
CHATEAU LAFITE	54.00	—

These CLARETS are specially selected and obtained from the LEADING FRENCH GROWERS; they are of exceptional value and in fine condition.

CHATEAU LA TOUR CANET,
CHATEAU RAUZAN AND
CHATEAU LAFITE

are recommended to the notice of Connoisseurs as high-class after-dinner Wines.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO., LIMITED.

THE HONGKONG DISPENSARY.

ESTABLISHED 1859.

A CHEE & CO., 祥利廣, 17A, QUEEN'S ROAD.

FURNITURE DEALERS.

DRAWING-ROOM, DINING-ROOM, and BED-ROOM FURNITURE.

ELECTRO-PLATED, GLASS, and CHINA WARES.

MASTEUR'S MICROBE-PROOF FILTERS.

ROCHESTER LAMPS.

WHITE TURKISH TOWELS.

COUNTERPANES.

COOKING RANGES.

KITCHEN UTENSILS, and HOUSEHOLD REQUISITES.

PHOTOGRAPHIC DEPARTMENT.

DEVELOPING and PRINTING.

UNDERTAKEN FOR AMATEURS.

GOOD WORK.

PROMPT RETURN.

Hongkong, 8th July, 1903.

[7284]

ARMICHAEL AND CLARKE,

CONSULTING ENGINEERS AND SHIPBUILDERS.

SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "ARMICHAEL," Hongkong.

B. C. Code, 4th Edition.

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NOTICE.
All communications intended for publication in the "HONGKONG TELEGRAPH" should be addressed to the Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.
Ordinary business communications should be addressed to the Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$10 per annum.
WEEKLY—\$15 per annum.
The rates per quarter and per month, proportional. The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.
Single Copies Daily, ten cents; Weekly, twenty-five cents.

BIRTH.
At Lyndhurst, Mount Elizabeth, on the 27th June, the wife of H. RIEGE, of a son.

MARRIAGE.
At St. Andrew's Cathedral, Singapore, on the 27th June, by the Revd. D. Holland Stubbs Military Chaplain S.S., THOMAS C. B. MILLER, second son of DANIEL MILLER, Faidie, Scotland, to BESSIE ALFRED HOLDROFT, eldest daughter of Joseph Holdcroft, Hanley, Staffordshire.

The Hongkong Telegraph

HONGKONG, MONDAY, JULY 6, 1903.

LOCAL AND GENERAL.

THERE are six native convicts isolated inside the walls of Bilibid Prison, Manila, who are bubonic plague suspects.

We shall have a Souvenir Day, soon but you will have to pay us a personal visit as no chits will go. LeMunyon.—Advt.

THE N. Y. K. has placed an order with the M. B. K. at Nagasaki for a reserve steamer of 7,200 tons gross for its American line. The materials as usual will come from England.

At the general meeting of the shareholders of the Russo-Chinese Bank everything passed off satisfactorily. A dividend was declared of 15 roubles on the old shares, and 3.75 roubles on the new shares.

REGARDING the item recently published that card-playing is prohibited on the Siberian Railway the *N. C. D. News* says there is no foundation for the statement. Tables are provided, indeed, for card-players, and cards may be purchased, on the trains.

THE Yokohama Fire and Transport Insurance Co. made a net profit in the past half year of Yen 380,937. Of this amount Yen 217,510 is carried forward, Yen 125,000 distributed in a dividend of 1 per cent for the half year, Yen 30,000 added to the legal reserve, and Yen 8,427 to be applied for and appointed for the United States Shipbuilding Company, the mammoth shipyard trust, which was organized some months ago and which absorbed most of the big plants of the United States, including the Union Iron Works of San Francisco.

Now look out for LeMunyon's new store adv. It is a beauty.—Advt.

THE *Universal Gazette* gathers that Li Ching-hsi, Governor designate of Kweichow, applied for a month's leave of absence at his last audience, therefore he is still at Peking. His disinclination to proceed to his appointed post is due to lack of an army and funds in Kweichow which adjoins the provinces of Yunnan and Kwangsi where affairs are in a very disturbed condition.

THE inquiry opened at the German Consulate, Bangkok, on 24th ult., into the circumstances attending the collision, which took place at the bar on the previous Sunday night between the steamship *Petchaburi*, of the North German Lloyd Orient Line and the lighter *Lucky*. Several witnesses gave evidence, but on account of the steamer having to leave for Hongkong the inquiry was adjourned until the next visit of the *Petchaburi* to Bangkok.

AFTER all the cattle dealer in Siam does not know everything, remarks the *Bangkok Times*. Some stir has been brought about at Sourabaya by the evil practices of certain cattle dealers from the island of Madura, off the Java coast. They fill the cattle with water by means of bamboo injectors, so that the animals increase in bulk present a sleek appearance, and weigh heavy. Such cattle are sold by weight and not at so much a head. The police are making inquiries into this.

THE time occupied by the mails from Shanghai homeward by Siberia will be considerably shortened by the new arrangement by which the mails now go in sealed bags to Moscow and are sorted there. The *Mongolia* on Sunday week took nine sealed bags from Shanghai to Moscow, where the facilities for sorting are much greater than at Dalny or Port Arthur. The *N. C. D. News* hears that the Chinese Eastern Railway Co. contemplate building three more sister-ships to the *Manchuria* and *Mongolia*, which will allow of a through service twice a week between Shanghai and Nagasaki and Dalny, with one steamer always in reserve. All recently received accounts agree in praising this new homeward route.

Four floors freshly painted and tinted and in first class condition to rent. Inquire at C. E. LeMunyon, New Store, 31, Des Voeux Road. P. O. Box 368.—Advt.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

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LeMunyon will have another grand opening Day and a Souvenir day as well! watch the date.—Advt.

MR. J. Howard Moore, of the American Tobacco Company, who is now in Bangkok, has lately made a journey through some of the famine-stricken districts of Kwang-si. He assured the *Siam Observer* that the reports of the terrible distress of the people are not exaggerated. Wives and children have been sold for food, and Mr. Moore has himself seen people who have been thus sold and has seen others offered for sale as slaves.

SENORA Agustina Medel, owner of the Zorilla theatre, has employed counsel to prepare and present to the Board of Claims at Washington, a claim for 15,000 pesos, which she alleges resulted from damages done to the theatre and furniture by the American troops during their occupancy of the building from August 13, 1898, to January 3, 1899. The claim is made that soldiers destroyed the furniture and electric insulation, using the wires of the latter in repairing their bunks. It is alleged that the amount claimed was required to repair the damages wrought.

THE second issue of the certificates authorized for the purchase of silver bullion for new Philippine currency was provided for on 1st inst. by the Civil Commission. The act authorizes the Secretary of War to issue another installment of \$3,000,000 in certificates under practically the same rules as those governing the former issue. The certificates are to bear interest at the rate of not more than four per cent per annum, payable quarterly, and not later than one year from the date of issue. They are to be issued in denominations of \$1,000 and are to be redeemable in gold.

At the Magistrate's this afternoon George Pickering, of No. 118 Wanchai Road, had to answer a summons, issued by A Yook, opium dealer, residing at the same address for carelessly washing his verandah and damaging his furniture. Mr. Looker appeared on behalf of the complainant, who stated that at 6 p.m. on the 26th ult. defendant washed his verandah in such a careless manner as to cause water to penetrate below thereby damaging his bed and various pots of opium. He made a complaint to the tenants of the third flat, but soon after defendant entered his flat and assaulted him. Defendant stated that they complained many times about him washing the verandah and even told him to stop doing so. On the evening of the 26th a jar containing water capsid and the water ran down. Complainant then began hammering with a long bamboo at the ceilings and raised part of the flooring. He then proceeded below and got complainant by his queue. No sooner did he do so, than another fook joined in, so he had to struggle with both. After hearing evidence the defendant was fined \$10.

THE Hongkong correspondent of the *N. C. D. News* writes as follows: The New Law Courts do not grow apace. Green grows the site, though, and the huge matchless erected more than a year ago over the vaults is becoming decrepit, one corner being partly destroyed. As a sign of the very remote period at which the building may be expected to rise, the old funeral vault that has so long served as the Hall of Justice has been carefully painted up, and save for the ugliness of the colour, looks almost as beautiful as it did when the proud architect first turned out his magnum opus. As it is apparent this most inconvenient and obsolete structure has got a fresh long lease of life, I would suggest that the site for the proposed New Law Courts be laid out as a croquet ground, tennis lawns, or something useful and ornamental, and the road from the City Hall to the Club—which has for some occult reason connected with contractors been thrown into the site—be reopened for the public convenience.

AN interesting case has recently engaged the attention of the British Court at Bangkok, the judge Mr. W. J. Archer having before him an action brought by the Chartered Bank of India, Australia and China against Kwang Seng Long and Kwang Lee Hua. The plaintiffs claimed Ticals 101,863 and interest at the rate of 7 per cent per annum being money lent on promissory notes. The first defendant firm had an account claimed current with the plaintiffs and gave a promissory note for the amount claimed which was, it is alleged, guaranteed by the second defendant firm. The answer of the first firm was that it was not subject to the jurisdiction of the British Court only one out of three partners being a British subject. The answer of Khoo Yi Seng, manager, was that while he admitted personal liability he denied that he bound or intended to bind his partners. After considerable argument judgment was given dismissing with costs the claims against the firms Kwang Seng Long and Kwang Lee Hua, in so far as the partners who are not British subjects were concerned. The one partner found liable was Khoo Yi Seng, who had previously admitted his liability and accepted judgment against himself.

KOWLOON.

The right way of developing the peninsula on the other side of the harbour is being proceeded with by the Government. Plans and specifications have been completed for the construction of a road from Hungshom to Yau-mai, thus placing these growing townships into closer communication with each other. The road will start at a point in Kowloon L. E. 613, Hungshom, and terminate in Sixth Street, Yau-mai. There will be a branch to First Street in Yau-mai.

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MARINE INSURANCE CLAIM.

A "ZAFIRO" INCIDENT.

In the Supreme Court this morning the Chief Justice, Sir W. Meigh Goodman, sitting in original jurisdiction, heard a claim, brought by the Kwong Chun Hing firm against the Hang On Marine and Fire Insurance Company, for \$3,725.42 due upon a policy of insurance. Mr. T. Morgan Phillips (instructed by Mr. C. H. Davis, of Messrs. Wilkinson and Grist) appeared on behalf of the plaintiffs, and Mr. E. H. Sharp, K. C. (instructed by Mr. F. B. Deacon, of Messrs. Deacon and Hastings) represented the defendants.

According to the statement of claim plaintiffs were interested to the amount of \$5,500 under a marine policy of insurance, and made by the defendants for that amount, June, 1902, dated 22nd on certain perishable goods shipped on the British steamship *Zafiro*. According to the particulars of claim, the goods were shipped from Hongkong to Manila, and \$3,725 premium, being at the rate of 25 cents per \$100, was paid to the defendants. The goods were insured against perils of the sea. There was a total loss as to part of the goods, and a constructive loss as to the remainder. Notice of abandonment was given, shortly after the *Zafiro* arrived at Manila, by the plaintiffs' representative to the defendants' agent at that port, and the latter agreed to take over the damaged goods as a total loss, and requested the plaintiffs' representative to dispose of same on account of the defendants. The goods were accordingly sold and realised, after payment of expenses, the net sum of \$2,097.21, leaving a deficit of \$4,402.78 of which amount \$3,725.42 was payable by the defendants. Plaintiffs therefore claimed \$3,725.42 and interest from the 29th June, 1902, to date of judgment.

The defendants, in their statement of defence, admitted that plaintiffs were interested under a policy of insurance, the particulars concerning the voyage and perils insured against, and that part of the goods covered by the insurance policy were damaged on the voyage. But the remainder of the goods, they stated were delivered to the plaintiffs at Manila (as defendants believed) sound condition, and the plaintiffs neither gave nor were entitled to give notice of the abandonment thereof. As to the second part of the statement of claim the defendants asserted that they did not by their agent at Manila, or otherwise, agree to take over any of the goods, nor requested the plaintiffs to sell the same on their behalf or at all. The defendants did not know how the plaintiffs dealt with the remainder of the goods. They were, and always had been, ready to pay to the plaintiffs whatever sum was due respecting the partial loss of the goods, and repeatedly asked them for an account of their claim in that regard, but plaintiffs refused to furnish it. The defendants stated they would now pay the sum into Court, but by reason of 16th ult., a clause was added to the statement of defence showing that by particulars furnished in respect of the partial loss was shown as \$2,200, and on that day defendants paid that amount into Court which they stated was enough to satisfy plaintiffs' claim.

Mr. Morgan Phillips, having read the pleadings, said it seemed to him that the sole issue before the Court was whether there was, after the arrival of the *Zafiro* at Manila, a legal abandonment of the cargo to the defendants. On or about the 20th June the *Zafiro* left Hongkong, bound for Manila, having on board about 314 packages of goods shipped by plaintiffs to their agents, or house, at that port, and those goods were the subject matter of the insurance and the present action.

His Lordship:—By the payment into Court of the \$2,200, the only difference appearing is as to the sum of \$1,525.

Mr. Morgan Phillips:—Yes, my Lord.
Mr. Sharp:—And upon that I think I may say, we do not state the \$2,200 is correct as your Lordship will see from the correspondence, but that it is the amount shown to be due by the particulars which have been given us. There was a further partial loss, and as the correspondence shows, that upon receiving particulars of that we said we would pay it.

His Lordship:—What I understand to be the difference between the parties is, that as regards 195 packages in dispute the Insurance Company do not deny there was some damage done, and on the other hand, plaintiffs say it really does not matter how much it was because you gave notice of abandonment, which your agents in Manila say they did accept and which the defendants say they did not. Therefore, the real point you want settled is whether there was abandonment or not.

Mr. Sharp:—Yes, my Lord.

Mr. Morgan Phillips, continuing, said, that on the 20th June last year 314 packets of goods, chiefly consisting of food stuffs, were shipped to Manila, and on the 22nd the *Zafiro* ran ashore somewhere on the Philippines and was damaged. Two of her holds, Nos. 3 and 4, became filled with water to the depth of about ten feet, and the goods were very much damaged. The *Zafiro* arrived at Manila on the 25th June, and shortly afterwards part of the cargo was discharged from these holds. It was then seen it would be impossible to land them as they were in such a putrid condition, and 119 packages were dumped into the sea by order.

His Lordship:—I don't think you need go into that.

Mr. Morgan Phillips proceeding, said that as soon as plaintiffs' agent at Manila heard of the accident to the *Zafiro* he went to the defendant's agent, and told him he had certified goods which were insured, by a policy on the *Zafiro*, and gave them a sort of formal notice of the fact. Subsequently he went to them and asked what was to be done about them.

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and it was ultimately agreed that the remaining 195 packages, still aboard the *Zafiro*, should be taken over by the defendants, whose agent asked plaintiff to sell them. Counsel proceeded to review the evidence he intended calling, and observed that it was quite clear the goods had been taken over by the defendants.

After evidence, taken on commission, had been read,

Mr. Sharp addressed the Court, and argued that the Insurance Company was, and always had been, ready to pay for whatever was found due in respect of the partial loss. He proposed that the question of amount should be referred to an insurance expert for adjustment. They had never, he said, questioned the plaintiffs' particulars of damage, and had paid promptly on such particulars as had been received. In the present instance the policy was an open one, and therefore the measure of indemnity must be based upon the insurable value, and if a certain proportion of the goods was lost or damaged the plaintiffs should be entitled to that proportion of the insurable value. He contended that plaintiffs could not in any event recover more than the value of the goods, and suggested that such calculations should be referred to an expert. Defendants maintained that it was a partial loss and could not, as plaintiffs asserted, be a constructive total loss, which only took place where the cost of delivering the goods would be greater than the amount which the goods would realise. In the present case the goods realised a sum of \$1,700, in addition to expenses. Therefore it was not a constructive total loss, as according to the evidence it appeared that such part of the cargo as was not absolutely destroyed almost escaped injury. He further maintained that plaintiffs' notice of abandonment was unjustified by the circumstances under which it was given, and that it was altogether ineffective. Counsel quoted various authorities showing that the Courts were specially strict where goods in question are perishable as in the present case they were admitted to have been, and proceeded to observe that plaintiffs' story about a special agreement entered into with the Company's agent in Manila to accept the loss as a total loss, was absurd. Notice of the damage was not given to the defendants till six weeks after plaintiffs received intelligence of the accident, and the perishable cargo had then seriously deteriorated, and the insured was no doubt anxious that the company should regard the loss as total. But what insurance company, he asked, would accept the loss of 119 packages out of 314 as a total loss? The defendants' agent might well have advised plaintiffs to sell the goods and then send in their claim, which should properly be one for partial and not total loss. The effect of the evidence given in Manila was to show that this was what actually occurred.

Mr. Morgan Phillips having replied,

His Lordship, in giving judgment, said this was a claim against an insurance company where goods had been damaged by the strandings of the holds. As a result, when the steamer arrived at Manila, it was found that some of the cargo was so disgustingly offensive in the smell that the Customs House people ordered a part of it to be taken outside of the Philippine Islands and dumped beyond the three-mile limit. That was done, and as regards the 119 cases there was no doubt that they were lost utterly. As far as that was concerned he understood the matter had been settled and there was no question arising in connection with it. There remained the balance of the plaintiffs' cargo, some of which was apparently quite good and some, according to the evidence, slightly damaged. Under those circumstances it was quite clear there was no total loss, and therefore, no right on the insured to go to the insurance office and say he abandoned it. He had no right to make such a claim. Furthermore, his Lordship said it was quite clear in his mind there was very considerable delay in giving a sort of constructive notice of abandonment, because there was no proper form or written notice of abandonment. Whatever it was was treated by plaintiffs as giving notice of abandonment, and his Lordship was not at all clear that it was understood as such by defendant's agent. At all events there was doubt the defendant's agent told them they had better sell the damaged stuff, and the question arose as to whose account it was to be sold. The company said they were to sell it and then make their claim for their loss, while plaintiffs asserted they were to sell it, not as their goods at all, but as a part of the total loss for and on behalf of the insurance company. At first sight the evidence gave some colour to the contention that notice had been given and accepted, but when he looked at the whole of it, and he had read every word of the commission, he was inclined to think the insurance company had been a little over-particular in the case, and might have met the other side with a little less red tape. It was most important the matter should be settled and the question was what should be done. If both parties agreed he suggested they fix upon some expert and let him, as cheaply as possible, without a lot of evidence being amassed, and without Counsel, lawyers or anything of that sort, take the matter in hand, look at the documents and say how much should be paid by the company beyond the sum paid into Court. When that had been done, his Lordship thought the parties could attend in Chambers to settle the question of costs.

Mr. Sharp:—I believe we can manage without it.

His Lordship:—If not I would mention the name of Mr. Saunders and Mr. Whittall.

Mr. Sharp:—There will be no trouble, my Lord.

Mr. Morgan Phillips:—I don't think there will.

Mr. Sharp:—Oh, no, I don't think so.

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His Lordship strongly advised the insurance company to pay up promptly and readily, and remarked that it did not pay an insurance company to have to dispute claims.

Mr. Sharp:—I think, on behalf of the company, it is the first claim they have ever contested. I think they had very good grounds for it, and were extremely loth to have to do so.

THE "HSIPING" IN A GALE.

With reference to the paragraph appearing in the *Telegraph* of the 29th ultimo, from the *Shanghai Mercury*, we were favoured this afternoon with a visit by Capt. Macfarlane of the s.s. *Hsiping*, of the C. E. & M. Co., Ltd. Capt. Macfarlane states that during the voyage referred to in the "par." from our Shanghai contemporary, his steamer did not get into a typhoon as reported. She simply passed a fresh gale and a heavy confused sea such as is usually experienced at this time of year when a ship passes the tail end of a typhoon. The heavy swell was caused by the typhoon passing to the eastward. As regards the supposed smart manner in which the *Hsiping* was handled, her master, with the modesty characteristic of British skippers, informs us that his steamer was handled in just the ordinary way—a straight course was steered with a small allowance for leeway. In fact, at no time was she in danger or required extra careful handling from the master or her crew. It is customary for the French, with their proverbial national courtesy, to thank the officers of any vessel at the conclusion of a voyage, and the Captain accordingly accepted the cordiality of the handshake of the French military officer on arrival in port for the comfortable time his men had had on board the *Hsiping* on the journey down to Shanghai.

FATAL PICNIC EXCURSION.

NATIVE FIREMAN DROWNED.

Last night about ten o'clock as some of the Members of the United Service Lodge of Freemasons and their friends were returning from a picnic, after spending an enjoyable day, at Lamna Island, an incident occurred which caused a gloom to be cast over the party. After leaving Shaikwan where some of the party went ashore one of the Chinese firemen, who had apparently fallen asleep on the top of the awning of the launch, fell into the water. Immediately a boat was lowered, a buoy thrown to the unfortunate man, and the launch turned about, but

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

Macao Harbour Works

SCHEME APPROVED.

(From a Correspondent.)

MACAO, July 5, 4.21 p.m.

A telegraphic despatch has been received by the Government from the Minister for the Colonies approving of the scheme for the improvement of the harbour of Macao and its approaches. The inhabitants are jubilant over the favourable decision of the Home Government, which they have long despaired of obtaining. The news has been considered of so important a purport for the revival of the trade of the port and the re-generation of its old-day prosperity, that it has been printed in the form of a bulletin and circulated by order of the Senate of Macao throughout the Colony to-day for general information.

(Reader's.)

Cape Colony.

LONDON, 3rd July.

The Cape Assembly has agreed to a motion strongly opposing the importation of Asiatics.

The Transvaal.

A meeting of Burgers convened by ex-Commandant Botha has been held at Heidelberg at which, after a speech by ex-Commandant Botha, resolutions were adopted, protesting against a system of education by which Dutch was treated as a foreign language and regretting the proposed introduction of Asiatics as likely to close the country to white immigration.

The Tariff Question in the House of Lords.

In a discussion on the Tariff question in the House of Lords, Lord Roseberry demanded more information regarding the Government inquiry, the existence of which he doubted. The Duke of Devonshire in reply said that all the members of the Cabinet agreed with Mr. Chamberlain that the time was ripe for an investigation; that the Cabinet was at present conducting an inquiry but whether the country would be asked to give a mandate could only be decided when the examination was concluded. In conclusion he said that many, like himself, gravely doubted the expediency of taxing the food of the people.

LATER.

Turkey and Bulgaria.

The Porte denies the Bulgarian allegation concerning the concentration of troops and says that the renewed activity of the revolutionaries necessitates the continuous movement of troops in the frontier districts. Bulgaria, replying to the denial of the charges, says the Porte is attempting to deceive the public by false reports regarding the intentions of Bulgaria. The latter has prohibited the export of horses and mules.

The "Standard" on the Manchurian Question.

July 4th.

The Standard says that the symptoms of a very serious crisis in the foreign relations of Russia are steadily accumulating and Russian statesmen ought to see that Great Britain, the United States and Japan are becoming tired of evasions and manoeuvres in reference to Manchuria, which are being so indecently prolonged. At the present time the Russians are confronted with the alternative of a perilous defiance or an undignified surrender.

Reinforcements for Somaliland.

The 27th Punjab Infantry has sailed from Bombay for Somaliland.

It is expected that the strongest military measures will be adopted for the suppression of the Mullah on the arrival of General Egerton.

(N. C. D. News.)

The French Cabinet in Danger.

London, 29th June.

In the French Chamber M. Combes, the Premier, secured a majority of only sixteen in favour of the rejection of the application of female teaching orders for authorisation, which he made a question of confidence.

The speech of M. Waldeck-Rousseau, the late Premier, in which he criticised the legislation of the present Government, on the score of its expense and the irregularity in its enforcement, has created a deep impression, being regarded as weakening the prestige of the Government.

Japanophobia in Korea.

Tokio, 29th June.

The anti-Japanese party at Seoul is endeavouring to attribute the bomb explosion in the hospital where Li Yong-ik was lying to Japanese, which, combined with the anti-banknote agitation, and the Korean Government's delay in paying the price of its war-

steamer purchased from a Japanese firm, is creating a strained situation.

Mr. Chamberlain's Zollverein.

LONDON, 30th June.

In a debate on the proposed Tariff in the House of Lords, Lord Lansdowne, (Foreign Secretary) said it was impossible for the Government not to consider the position threatening as serious. The possible withdrawal of favoured nation treatment was actually adumbrated in an official document which will shortly be published in a blue book.

The Manchurian Question.

A private telegram of the 30th of June from a Chinese official at Peking to a Chinese official in Shanghai, says that the special agreement re Manchuria was signed at Peking by Prince Ching and Mr. Lessar on the 15th inst, and as soon as it has been ratified by the Czar and the Empress Dowager of China (the Emperor not being mentioned), the evacuation of Manchuria by Russia will be begun.

A Fateful Meeting.

Peking, 1st July.

Mr. Lessar has started from here for Port Arthur to meet and confer with General Kuro-patkin and Mr. Pokotiloff. The Diplomatic Body is watching this meeting with deep interest.

Relaxation of the Tension between Japan and Korea.

Tokio, 1st July.

The Korean Government has ordered the Treasury to pay to the Japanese Embassy half the price of the war steamer purchased in Japan, and has also adopted vigorous measures to suppress the anti-banknote agitation. Thus the political horizon is cleared at Seoul.

Sovereigns at Play.

London, 1st July.

King Edward and the Khedive of Egypt witnessed the racing at Newmarket yesterday, and dined with Sir Ernest Cassel at Moulton Paddocks.

Sir Ernest Cassel, K.C.M.G., merchant, has been for years a personal friend of King Edward. The joke last year was that he was to be elevated to the Peerage as 'Lord Helpus.' Moulton Paddocks is his place at Newmarket.

—Ed.

Following the Drum.

London, 1st July.

Mr. Brodrick, War Secretary, said in the House that recruiting is temporarily suspended, in the cavalry mostly and the other arms except the infantry, as the establishments are full.

CANTON NOTES.

(From Our Own Correspondent.)

CANTON, 4th July.

THE GLORIOUS FOURTH. The ships in the harbour were all decorated to-day in honour of the "Fourth of July." The Consul-General and Mrs. McWade were at home from 12 o'clock until two o'clock. Chinese officials of all grades were on hand and seemed to enjoy themselves.

THE VICEROY.

We hear very little about what the Viceroy is doing up the West River. He is not expected to return for some weeks. In the meantime the Provincial treasurer is acting Viceroy. The late Viceroy Tak left a few days ago for the north.

THE NAM HOI.

The new Nam Hoi, Wong, takes over the seals of office to-morrow.

PLAGUE.

A few cases are reported every day, but the disease seems to be dying out.

THE DISTURBANCES IN KWANGSI.

The Shanghai mandarins have received news from Kwangsi to the effect that a large body of insurgents attacked the district magistracy of Mapinghsien, Liuchoufu, Kwangsi province on the 14th of June and remained there two days burning and plundering the countryside, and finally took with them as prisoner for ransom the Police Magistrate of Santu, a town belonging to Mapinghsien.—N. C. D. News.

A New York wire dated 1st inst. states—A dispatch has been received here stating that the Chinese government is beginning a war of extermination against the Chinese rebels. The allegations of the Powers that their citizens in Kwangsi were unsafe under the present conditions have stirred the Peking government to action. No quarter will be given now and a large force will be put into the field to wipe out the Boxers and rebels.

THE MOVEMENTS OF VICEROY TSEN.

Reports printed in the N. C. D. News corroborate the statements of our Canton correspondents in regard to the new Viceroy's activity at Canton. Our northern contemporary states that since Viceroy Tsen Chun-hsien's arrival in Canton, His Excellency has lost no time in weeding out a number of dishonest and incapable officers. Not only has he done this, but also fined several of the wealthiest amongst them, giving out that the money so obtained was to go partly towards relieving the famine sufferers in Kwangsi and partly to raise more troops. The total amount obtained from these fines is said to be over a million two hundred thousand taels, one official being fined Tls. 150,000, three Tls. 100,000 each, and a number of others ranging from Tls. 20,000 to Tls. 80,000. This had made many other mandarins who have become rich through questionable methods to quake in their shoes and wonder when their turn is to come. It is also reported (from Kwangsi) that General Pan, commanding the Tsochiang Circuit of Kwangsi, whose troops have joined the rebels, upon being ordered by Viceroy Tsen to resign, committed suicide immediately after receiving the Viceroy's order.

TIENTSIN.

(From Our Own Correspondent.)

Tientsin, June 25.

DEPARTURE OF GENERAL CREAGH.

Major General O'Moore Creagh, V.C., C.B., accompanied by Mrs. Creagh and Capt. St. John, A.D.C., left Tientsin for home this morning, via Ching Wang-tao, Dainy and Siberia, amidst every demonstration of esteem and affection on the part of the military and civilian community. The Railway Station has seen many demonstrations during the last three years, but it is doubtful if a single one showed such unanimity and heartiness of feeling as that to-day. General Rohrscheidt sent round the German band to the British Head-Quarters to serenade the travellers during breakfast, and he himself accompanied by a great crowd of German officers went over to the Station. The French, Italians, Japanese and Chinese sent guards of honour and martial music in abundance, and these with a company of the XXI P.I. with the Regimental Band made a brave show on the platform. The Commanding Officers of all the foreign contingents were present with their staffs, and a huge number of other officers off duty. The Hai Kwang Tustai, Mr. Tong, was present, and Commander Léw, Naval attaché to the Viceroy, accompanied the party to Ching Wang at His Excellency the Viceroy's command. General Creagh inspected the guards of honour before entering, and expressed his warm appreciation of the compliment. Mrs. Creagh was the recipient of numerous bouquets from ladies of all nationalities who braved the rain and discomfort to give the party a warm send off. After a long interval spent in shaking hands with nearly two hundred ladies, officers and civilians, the travellers stepped on board the train, which steamed away amidst great cheering and waving of handkerchiefs. Not the least imposing and pleasing part of the demonstration was the contingent of Chinese police under Mr. Ross, accompanied by the fine Viceroy's band under Major Wong, which was very much to the fore with British tunes. The inclement weather, for rain is with us once more, but seemed to intensify the meaning of the whole ceremony.

THE NEW COMMANDER.

Information reached Tientsin this morning that Brig-General Francis Ventris succeeds General O'Moore Creagh in the North China Command. General Ventris' Command in India is the Poona district. He is the son of the Rev. E. V. Ventris of Church Aston, Salop, and he entered the army in 1875, obtaining his Colonelcy in 1889. He served with distinction in the Nile Expedition and was mentioned in dispatches, receiving the medal with clasps and the Khedive's star. He was with the Egyptian Field Force in 1885-86 as D.A.A. and Q.M.G. and did notable work with the Intelligence Department in India in 1895-97. He attained his Brigadier-Generalship in 1897. Mrs. Ventris is a daughter of Major General Horatio Nelson Davies; we have not heard whether she will accompany General Ventris to China. In the meantime Lt.-Col. C. N. Watts, 1st Sherwood Foresters, will assume command of this Station.

There was great talk at one time of our dropping to a Colonelcy or even Major's command when General Creagh was removed, but they have thought better of it for the present. Perhaps we have to thank Russia.

MANCHURIA.

There seems nothing particularly fresh in regard to Newchwang and Manchuria. The Russians are still sitting tight in the port and do not allow the Customs Tsaoli to go near the place. From Peking one hears at one moment that the Chinese have signed everything and the next that they have signed nothing. The rumoured arrangement with Japan about Corea is however absolutely untrue.

There is no stir anywhere and nothing doing except slack trade, and that seems to be a peculiarly active infectious disease.

A letter I have just this moment received from Te Chow says—At Te Chow we saw a quantity of old iron, old engines, boilers and castings with many parts missing covered with rust, being discharged near the new arsenal now being built there. The arsenal is a large transferred to Te Chow and the site is a large and convenient one, where it will be far from foreign armies and yet connected with Tientsin by river. The method of discharging the cargo was primitive, and one wondered that the experienced Director had not introduced a crane and pulleys. The whole country side is enjoying peace and quietness in spite of the forebodings of home papers that Boxerism is about to vent its vengeance once again. One wishes that the law of America and England could be set in motion against these men who spread such false alarms and cause so much unnecessary pain and anxiety to home friends. But Ananias and Sapphira are hard to repress when there is hope of gain, even though it be through deception. However, some of us have cycled and carted along large districts and everywhere the same calm prevails, no revelling of foreign visitors, no unkindness, but courtesy and welcome. For this we are doubly grateful. Mission work moves forward without let or hindrance from outside and the scattered Christians are being brought together and the churches are being reorganized.

The above is very encouraging reading and my friend is a shrewd man, but one cannot help wondering why the Chinese themselves do not share the hopeful confidence of many foreigners. The more well-informed Chinese do little but shake their heads and prophesy trouble and curiously enough they always speak as if such trouble would come from within and not without.

The Japanese Government made Mr. de Rijke on his departure for home a present of ¥35,000 in recognition of his services to Japan since 1868.

THE ROBERT DOLLAR S.S. CO.

AND THE ORIENT.

The Robert Dollar Steamship Company is at the present time casting envious eyes upon the Orient. They see in this portion of the world great opportunities for business. The Shanghai Times says that a representative of the well known 'Dollar Line' spent several days in Shanghai, leaving the city but a short time ago for Japan. At that time, partial arrangements were perfected for the handling of cargoes, which are to be brought from the Pacific States to China ports. The Dollar interests are vast throughout Washington and California from a shipping standpoint. The company own and control a large number of freight carriers which regularly operate between Seattle, Tacoma, Portland, and several California ports.

It is understood that the Dollar Line has received substantial encouragement in the business circles of Shanghai. Before leaving, the company's representative declared, that Dollar steamers would make regular calls at that port, bringing cargoes of lumber from Puget Sound ports, as well as supplies and products from California. The steamships Stanley Dollar and the M. S. Dollar, formerly the Arak, are to be used in the Oriental traffic, besides which the company operates the coasting steamers James Dollar, Melville Dollar, Grace Dollar, Robert Dollar, Noyo Segusia, and Rivoli.

The initial trip of the Stanley Dollar, formerly the old United States transport Egbert, bringing a cargo of flour from Tacoma, Washington, to the Orient a few months ago demonstrated the fact that the new venture of the Dollar people was a paying one.

The latest steamer sent out by the company was the M. S. Dollar which left Tacoma with 3,000,000 feet of lumber, destined for Shanghai. This steamer is due at Puget Sound for another cargo in August.

RUSSIA'S PROGRESS IN ASIA.

According to the Mercury report was current in Shanghai on 1st inst. that a number of officers and men of the Japanese Reserve living there have received orders to return to Japan to join their regiments. This would lend colour to reports coming from Japan that a clash with Russia is imminent, which may not be confined to the Far East alone. It is stated that both in London and Tokio the feeling seems to be that Russia must not be allowed to strengthen her military position in the Nearer and in the Far East any further.

THE COST OF TWO BIG WARS.

A British Treasury return issued on 6th May estimates the amount of war expenditure in South Africa and China incurred up to March, 1903, as follows:—

South Africa	211,158,000
China	6,010,000
Total	217,168,000

These totals exclude the £3,000,000 voted as a temporary advance to the new South African Colonies, but include the grants of £100,000 to Lord Roberts and £50,000 of Lord Kitchener. Cash realised by loans raised for both wars amounts to £152,370,000, but the total debt thus created is £159,000,000. The difference—over six and a half millions—is not added to the total war cost.

The estimates cover the three years, 1900-1-2. It is interesting to compare them with the costs and periods of other great wars:—

France's share in Franco-German War, 1870-71	316,000,000
Britain's share in Crimea War, 1854-56	70,000,000
American Civil War (total) 1863-66	740,000,000
Russo-Turkish War, 1876-77 (total)	190,000,000
Britain's share in Napoleonic wars, 1793-1815	831,000,000
France's share in Napoleonic wars, 1793-1815	255,000,000

As a result of the South Africa and China wars the revenue during the three years was increased by taxation to the extent of £75,150,000; but of this sum only £58,456,000 was available for war charges. The total amount of Customs for the three years was £27,152,000, and of inland revenue £47,998,000. The former was increased from £37,190,000 in 1900-1 to £12,407,000 in 1902-3, and the latter from £10,336,000 to £20,812,000. Differently classified, the taxation was increased thus:—Income tax, from £4,641,000 to £18,170,000; and indirect taxation, from £26,449,000 to £15,132,000 the total amounts raised for the three years being £19,874,000 and £35,266,000, a grand total of £55,140,000. Addition or new taxes have been imposed on the following articles to the amounts stated:—Tea, 2d. per lb. Corn & flour, 3d. and 5d. p. cwt. respectively. Sugar, 4s. 4d. per cwt. Beer, 1s. per barrel. Coal, 7s. p. ton export. Spirits, 6d. p. gallon. The income tax was increased by 4d. in 1900-1, 2d. more in 1901-2, 1d. more in 1902-3, and reduced by 4d. in present year, 1903-4.—Japan Mail.

COMMERCIAL.

SUGAR.

Mr. Consul Fraser writes with reference to this commodity in his report on the trade of Hankow for last year as follows:—

The low prices of Hongkong refined sugar, caused by the competition of Continental beet sugars with them, led to increased demand, and perhaps it was for this reason that native crops of sugar from Swatow and Canton were not so much sought for. Hupel province is authorised to levy a special 10 per cent. tax on sugar, as well as on native spirits and tobacco therein consumed; but the tax office tries to collect the impost on all sugar passing through Hankow, and as there seem to be difficulties in the way of taking out transit passes, Hankow found itself unable to compete with Chinkiang in the supply of the large market in the adjoining province of Honan, and the year closed with a large stock in godown. It is hoped that a warning that provincial tax, and that, if pressed, dealers will resort to passes, may lead to a substantial reduction of the damaging levy.

TO-DAY'S EXCHANGE.

ON LONDON, Telegraphic Transfer	1/8 1/16
" Bank Bills, on demand	1/8 1/16
" Credits, 4 months' sight	1/8 7/16
" Demos 4 months' sight	1/8 9/16
ON BERLIN, (demand)	M. 1/4
ON PARIS, Bank Bills, on demand	2 1/4
" Credits, 4 months' sight	2 1/4
ON NEW YORK, Bank Bills, on demand	40 1/2
" Credits, 30 days' sight	40 1/2
ON BOMBAY, Telegraphic Transfer	125 1/2
On demand	125 1/2
ON SHANGHAI, Telegraphic Transfer	17 1/2
Private 30 days' sight	nom.
ON YOKOHAMA, T.T.	8 1/2
Sovereigns, Bank's Buying Rate	\$12.06
Gold Leaf 100 touch, per tael	62.30
Bar Silver	24 5/16

TO-DAY'S QUOTATIONS ARE AS FOLLOWS:—

	Per chest
MALWA NEW	960/1,000
" LAST YEAR	1,020/1,060
" OLDEST	1,100/1,150
PATNA NEW	1,072 1/2
" OLD	1,085
BENARES NEW	1,075
" OLD	1,085
PERSIAN (PAFFER)	750/780

To-day's Advertisements.

FOR KOBE, NAGASAKI AND VLADIVOSTOCK. Calling at GENSAN.

THE Steamship

"SAVOIA," Captain Deinat, will be despatched for the above Ports on WEDNESDAY, the 8th instant, at Noon. This Steamer has Superior Accommodation for First Class Passengers and carries a Doctor. For Freight or Passage, apply to HAMBURG-AMERIKA LINIE, Hongkong Office. Hongkong, 6th July, 1903. [742c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

"LOONGSANG," Captain G. S. Weigall, will be despatched as above on FRIDAY, the 10th instant, at 4.30 P.M. This Steamer has Superior Accommodation for First Class Passengers, and is fitted throughout with Electric Light. For Freight or Passage apply to JARDINE, MATHESON & Co., General Managers. Hongkong, 6th July, 1903. [795c]

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

司公限有船輪華中

FOR MOI, KOBE, YOKOHAMA, HONOLULU, AND SAN FRANCISCO. THE Steamship

"ATHOLL," Captain Porter, will be despatched for the above Ports on FRIDAY, the 10th instant, at Noon. For Freight, apply at the Company's Office, 35, Queen's Road Central, and Floor. J. S. VAN BUREN, Superintendent. Hongkong, 6th July, 1903. [436c]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE. THE Steamship

"LIGHTNING," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside. Cargo impeding the discharge will be landed at once, at Consignees' risk and expense. Cargo remaining on board at 4 P.M. of the 8th instant, will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited. Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside; such Cargo impeding the discharge of the vessel, will be landed and stored at Consignees' risk and expense. No Fire Insurance has been effected. Bills of Lading will be countersigned by the undersigned. DAVID SASSOON & Co., LIMITED, Agents. Hongkong, 6th July, 1903. [794c]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"BALLARAT," Captain F. R. Summers, carrying His Majesty's Mails, will be despatched for this for BOMBAY, on SATURDAY, the 18th instant, at Noon, taking Passengers and Cargo for the above Ports. Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment. Parcels will be received at this Office until 1 P.M. the day before sailing. The Contents and Value of all Packages are required. Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading. For further Particulars, apply to E. A. HEWITT, Superintendent. Hongkong, 6th July, 1903. [6c]

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions from the Hon. DIRECTOR OF PUBLIC WORKS, to Sell by PUBLIC AUCTION, TO-MORROW (TUESDAY), the 7th July, 1903, at 11 A.M., on the JUNK moored off the Government Store, Wanchai,

A CABLE OF E TYPE.

It has a COPPER WIRE-CORE of 7 STRANDS which is surrounded with strong IRON ARMOUR making a WIRE ROPE about 1 1/2 in. diameter. Length a little over 1 mile. Weight about 7 tons. The Junk containing the Cable will be moored off the Government Store, Wanchai, on MONDAY next, 6th instant, on which date it may be inspected by intending purchasers. Orders for inspection will be issued by the undersigned. TERMS:—As usual. HUGHES & HOUGH, Government Auctioneers. Hongkong, 6th July, 1903. [782c]

THE ROBINSON PIANO Co., LTD.

PIANO CLEARANCE SALE.

THIS SEASON'S PIANOS, as under, must be sold to make Room for New Stock. 100 Pianos to arrive about October.

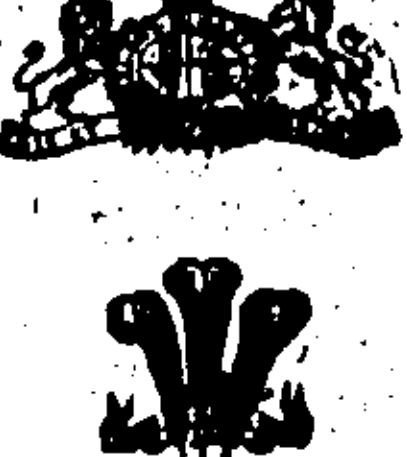
SQUIRE (Owner's Property), Upright	\$350
SCHIEDMEYER, Upright	\$500
Grand	\$650
HOPKINSON	\$500
RUSSELL, Transposing	\$750
ROBINSON PIANO CO. LD., Transposing	\$750
RUSSELL, Transposing	\$750
APOLLO (Secondhand) Horizontal Grand	\$900
SPAETHIE, Upright Grand	\$750
CHAPPELL, Secondhand	\$750
KRELL, (Secondhand), Concert Upright Grand	\$800
NEEDHAM, (Secondhand), Upright Grand	\$800
ROBINSON PIANO CO. LD., Cottage	\$475
ROBINSON PIANO CO. LD., Cottage	\$475
BROADWOOD	\$600
ROBINSON PIANO CO. LD., Do.	\$650
Do.	\$650
BORD, Pianette, (Owner's property)	\$285
ORCHESTRION	\$900
SCHIEDMEYER, (Secondhand)	\$600
ROSENKRANZ	\$450
WERNER, Upright Grand (owner's property)	\$450
RACHALS, (Secondhand)	\$750

MUSIC CLEARANCE SALE.

Popular Songs, Piano and Violin Solos, Classical and Dance Music 3 copies for \$2. Song Folios containing over 100 songs by well known composers. Operas by Sullivan, deKoven, Planquette, etc., Slightly Soiled Scores, Collections of Songs by Glover, Gatty, Roedel, etc. Musical Sketch Books, Pianoforte Recreations.

DANCE ALBUMS, SONG FOLIOS, &c.

Also our Stock of SMALL MUSICAL INSTRUMENTS at reduced rates. Clearance sale to 30th September only, to make room for new Stocks coming to hand. Hongkong 1st July, 1903. [415c]



THE POPULAR SCOTCH IS "BLACK & WHITE"



JAMES BUCHANAN & CO.

SCOTCH WHISKY DISTILL

Shipping- Steamers.

OCEAN STEAMSHIP COMPANY, LD.
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"MACHAON"	On 8th July.
GLASGOW and LIVERPOOL	"DIOMED"	On 15th July.
GLASGOW and LIVERPOOL	"HECTOR"	On 22nd July.
GLASGOW and LIVERPOOL	"NESTOR"	On 29th July.
GLASGOW and LIVERPOOL	"TEUCER"	On 5th August.
GLASGOW and LIVERPOOL	"NINGCHOW"	On 12th August.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
MARSEILLES, LONDON & ABERDEEN	"ALCINOUS"	On 7th July.
MARSEILLES, LONDON & ABERDEEN	"PROMETHEUS"	On 14th July.
MARSEILLES, LONDON & ABERDEEN	"PELEUS"	On 21st July.
MARSEILLES, LONDON & ABERDEEN	"STENTOR"	On 28th July.
MARSEILLES, LONDON & ABERDEEN	"DARDANUS"	On 4th August.
MARSEILLES, LONDON & ABERDEEN	"DIOMED"	On 11th August.
MARSEILLES, LONDON & ABERDEEN	"NESTOR"	On 18th August.
MARSEILLES, LONDON & ABERDEEN	"TEUCER"	On 25th August.
MARSEILLES, LONDON & ABERDEEN	"NINGCHOW"	On 1st September.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and ALL PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"MACHAON"	On 10th July.
	"NINGCHOW"	On 17th August.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 6th July, 1903.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"WUHU"	6th July.
CHINKIANG	"SHANGHAI"	6th "
SWATOW, CHEFOO, NEWCHANG, and TIENTSIN.	"NANCHANG"	7th "
KOBE	"TAIYUAN"	9th "
SAMARANG and SOERABAYA	"SHANTUNG"	15th "
MANILA	"SUNGIANG"	15th "
PORT DARWIN, THURSDAY IS- LAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYD- NEY and MELBOURNE	"TAIYUAN"	27th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A daily
qualified Surgeon is carried.
† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through Kates for all New Zealand and other Australian
Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 6th July, 1903.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon carried.—All the most up-to-
date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
PERLA	1980	J. McGinty	ILOILO and CEBU	FRIDAY, 10th July, at 4 P.M.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 11th July, at 10 A.M.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 18th July, at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 4th July, 1903.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, INLAND SEA OF
JAPAN, MOJI, KOBE AND YOKOHAMA,
FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY

Steamship	Tons	Captain	To Sail
"INDRAVALLI"	4,899	R. P. Craven	July 14, 1903.
"INDRAPURA"	4,899	A. E. Hollingsworth	Aug. 14, "
"INDRASAMHA"	5,197	W. E. Craven	Sept. 13, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, General Agent.

OSAKA. SHOSHEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destination	Steamers	Captains	Sailing Dates.
FOR TAMSUI	"DAIGI MARU"	T. W. Groves	TUESDAY, 7th July.
FOR FOCHOOW	"ANPING MARU"	J. Goto	FRIDAY, 10th July.
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	SUNDAY, 12th July.
FOR TAMSUI	"MAIDZURU MARU"	T. Saito	"

* Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China
and Korea and are fitted with all modern improvements. Excellent accommodation is
provided for 1st class passengers, and a duly qualified doctor is carried.
All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the
Government Marine Surveyors, and are registered in the highest class at Lloyd's.
Tamsui to land all passengers and cargo.
By the Co's steamers for Shanghai through Bills of Lading issued for Cargo to Yangtze
River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA'S
Steamers from Shanghai.
For Freight, Passage and further information, apply at the Co's Local Branch Office, at
No. 2, Des Vaux Road Central.

Hongkong, 1st July, 1903.

T. ARIMA, Manager.

(1799)

Shipping- Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

HONGKONG-MANILA.

REDUCED SALOON PAS-
SAGE MONEY.

SINGLE, \$20. RETURN, \$35.

STEAMERS fitted throughout with Electric
Light, First Class Accommodation. Un-
rivalled Table. Duly qualified Surgeon carried.
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 3rd July, 1903.

STEAM TO CANTON.

THE Splendid New Steel Twin Screw
Steamer

"KWONG CHOW,"
1,474 Tons, Captain Walker, leaves HONG-
KONG for CANTON at 8.30 P.M. on SUNDAYS,
TUESDAYS and THURSDAYS, returning
to Hongkong the following days leaving
CANTON at 5 P.M. Unexcelled Accommoda-
tion for First Class Passengers. Ship lighted
throughout by Electricity.
Passage Fare, \$4 Single Journey.
Meals \$1 each.
The Company's Wharf is West of the Hong-
kong Harbour Master's Office.

SHIU ON S.S. CO., LTD.,
No. 8, Queen's Road West.
Hongkong, 30th May, 1903.

"GLEN" LINE OF STEAMSHIPS.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"GLENESK,"
Captain Rafferty, will be despatched as above
on THURSDAY, the 9th July.
For Freight or Passage, apply to
MCGREGOR BROS. & CO.,
Hongkong, 5th June, 1903.

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON.

THE Steamship

"GLENGARRY,"
Captain Willy, will be despatched as above
on TUESDAY, the 14th July.
For Freight or Passage, apply to
MCGREGOR BROS. & CO.,
Hongkong, 25th June, 1903.

THE AMERICAN ASIATIC STEAM-
SHIP COMPANY.

STEAMSHIP SERVICE FOR NEW
YORK VIA THE SUEZ CANAL.

THE Company's Steamship

"VERONA,"
Captain H. N. Spiesen, will be despatched as
above on or about SATURDAY, the 25th July.
For Freight, &c., apply to
SHEWAN, TOMES & CO.,
General Agents.
Hongkong, 6th July, 1903.

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Hongkong, 6th July, 1903.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain SAMUEL BELL SMITH.

DAILY Departure from Hongkong to Macao
at 7.30 A.M., from Macao to Hongkong
at 2 P.M., SUNDAY included.
1st Class fare (including cabin and servant),
\$3; return ticket, \$5.
2nd Class, \$1.50; return ticket, \$2.50.
3rd Class, \$1.
Superior cabin accommodation.
Wharf in Hongkong, opposite Central
Market; at Macao, C. M. S. N. Company's
Wharf.
For Freight, &c., apply to
SAM WANG & CO., LD.,
81, Queen's Road Central.
Hongkong, 22nd June, 1903.

EXCURSION TO MACAO.

THE Fast and Commodious Steamship
"WING CHAI,"
will leave her wharf, opposite Central Market,
EVERY SUNDAY (during the Summer
Months) at 8.30 A.M. returning at 8 P.M. or
later.
FARE.—Return Ticket including Tiffin and
Dinner (either on Board or at Macao Hotel) \$5.
A Maished for Sea Bathing is provided and
Bathing Clothes, &c., provided at a reasonable
rate.
SAM WANG & CO., LD.,
Hongkong, 30th June, 1903.

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Hongkong,

THE SHARE MARKET.

THE SHARE MARKET.

f 1.10/- and bonus of 10/- @ = \$25.26 for half-year ending 2/1902. \$1 96 1/2 for 1902	} \$680 b. } } \$27 1/2 b. } \$10
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cent = \$30 per share for 1901 ...	\$500
" = \$1, for year ended 30'4'1902...	\$60
" = \$1 for 1902...	Tls. 220
" = \$1 for 1901	\$130
" = \$14 per share for 1901	\$177 1/2 sa.

per share for 1901	\$330 s.
per share for 1901	\$85 sa.

PPING.

or half-year ending 31 st 12 1902 ...	\$38 b.
of 12/- making £ 1 for 1901 ...	\$104 s.
for 1900	\$25 s.

of \$3 for year ended 30 ⁶ /1902.....	\$40 b.
" = 12% for year ending {	\$27 b.
s.} 30 ⁴ /03	\$17 b.
interim of 6d. for 1902	L12/6 h.
l of 5 % making 7 % for the year	Tls. 48 s.
l of 7 % making 20 % for 1902.....	Tls. 345 b.
l of 7 % making 12 % for 1902.....	

of 7 % making 13 % for 1901.....	Tls. 172 1/2 b.
of 7 % making 13 % for 1902.....	
NERIES.	
of \$7 making \$12 for 1901	\$104 s.
er share for 1897	\$10 b.
of 7 % for year ending 30.9.02 ...	Tls. 70 s.

of Frs. 30 per share for 1902	\$600
.....	25 cts. b.
.....	\$24 b.

9 of 5 % for 4-year end. 31'7'94 ...	\$14 s.
12 of 1/- per share 28'1'01	\$9 s.
1 of 1/6 per share 10'10'02	Tls. 64 s.

YES AND GODOWNS.

& bonus 2% for 1 year 31'12'02...	\$215 b.
erim of Tls. 7	Tls. 180 sa.
al of \$2½ making \$4½ for 1902	\$90 s.
for 1901	\$40 b.
al of Tls. 12 making Tls. 18 for 1902	Tls. 282½ sa.

=80 cents per share for 1902	\$94 52.
total of \$6 making \$12 for 1902	\$163 52.
30 per share for 1902	\$37 10.
total of \$1.60 making \$3.10 for 1902.....	\$52 10.
for 2 and 2-year making \$12 for 1902	\$154 8.

== \$4 for 1-year ending 31.12.1900	\$40 b.
% for half-year ending 31.12.01	\$31 sa.
for year ending 31.3.03	Tls. 16 a.
1st year	Tls. 25
for year	\$20

per cent. for 1902	\$14
total of 6 % making 12 % for 1902	Tls. 108 sa.
ON: MILLS.	
terim of 40 cents per share.....	\$14 sa.
% for period ended 31.10.97.....	Tls. 38 s.

terim of 3 % on account of 1898 ...	Tls. 40 s.
terim div. of 4 % on acct. of 1898 ...	Tls. 40 b.
% for period ended 31.12.00.....	Tls. 209
BACCO COMPANIES.	

% for year ending 30.6.1900	\$250
one	\$15 b.
inal of Tls. 2.60 making Tls. }	Tls. 50 sa.
4.60 for year ending 31.10.02	
CELLANEOUS.	
%=\$1.20 per share for 1902	\$24½ b.

first year	\$10
interim of 5 % for 1902	\$14 s.
1 per share for 1902	\$7 s.
0 cents for year ending 30.4.1902 ..	\$13 b.
0 cents for year ending 30.4.1902 ..	\$14 b.
0 % div. and 1 % bonus for 1901	\$140 b.
1st year	\$10 b.

10 for 1902	\$49 s.
5 per cent.=\$3.75 for 1902	\$240
Final of \$12, making \$16 for 1902.....	
18 for year ending 31.11.1902	\$320 s.
5 cents for year ending 31.7.1902.....	\$12 sa.
per cent.=\$21 for 1901.....	\$40 s.

Div. of \$24 for 1903	\$40.50
.....	\$54 b.
.....	
10 cents for year ending 31.5.02.....	\$97 b.
\$19.80 for year end. 31.5.03 acct. 1903.	\$155
.....	
Interim of 6 %	\$14 b.

None	16 b.
% = 32½ for half-year 1901	\$50
None	\$15 b.
Final of 50 cents for half-year 30.502	\$10
and Interim Dividend of Tls. 7½	} Tls. 315 ½
bonus of Tls. 2½ per share paid	
15.6.1903	

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THEON, LONDON.

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	ALLSOPP'S BURTON ALE in b
Case.	REBEYS, F. & SONS, Ld.

CASE. JEFFREYS' EDINBURGH ALE
CASE. AITKEN'S FALKIRK ALE

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MANAGER.